

ANNUAL REPORT
OF THE
BOARD OF DIRECTORS

OF THE

Camden and Atlantic Rail Road Co.

TO THE

STOCKHOLDERS

FOR THE YEAR ENDING DECEMBER 31st, 1871.

PHILADELPHIA:

LINEAWEAVER & WALLACE, STEAM PRINTERS, No. 32 SOUTH FOURTH STREET.

1872.

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DIRECTORS AND OFFICERS
OF THE
CAMDEN AND ATLANTIC R. R. COMPANY
FOR 1872.

PRESIDENT,
ROBERT FRAZER.

DIRECTORS,
ROBERT FRAZER,
ANTHONY J. ANTELO,
ANDREW K. HAY,
SAMUEL RICHARDS,
WALTER D. BELL,
SAMUEL R. COLWELL,
JOHN LUCAS,
JOHN F. STARR,
JAMES B. DAYTON,
CHARLES CAMBLOS, JR.
ENOCH A. DOUGHTY,
JOHN S. NEWBOLD,
CHARLES F. DAVENPORT.

SECRETARY AND TREASURER,
D. M. ZIMMERMAN.



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SECOND ANNUAL REPORT

TO THE

STOCKHOLDERS

OF THE

CAMDEN AND ATLANTIC RAIL ROAD COMPANY.

The following statement of the operations of the road, for the year ending December 31, 1871, with the Treasurer's general Balance-Sheet, exhibiting the financial condition of the Company to that date, is submitted by the Directors to the Stockholders.

Earnings for the year ending December 31, 1871.

From Passengers,	-	-	-	\$246,870	80
“ Freight,-	-	-	-	95,575	71
“ Express,	-	-	-	17,423	96
“ U. S. Mail,	-	-	-	3,000	00
“ Other sources,	-	-	-	1,629	96
				<hr/>	\$364,500 43
Expenses of operating road for same period,					184,120 82
Leaving the sum of	-	-	-	-	<hr/> <hr/> \$180,379 61

over the current running expenses, and which has been appropriated, as follows :

Interest on Bonded Debt, - - -	\$78,797 56
Insurance, taxes, legal expenses, premium on gold, - - - - -	11,677 74
Renewal for May's Landing Road, - -	49,265 59
Increase to rolling stock, - - - -	28,393 69
Construction, - - - - -	4,648 41

Two items in the foregoing statement require notice, namely, that for renewals, and that for increase to rolling stock. In regard to the latter, it was found necessary to purchase a new engine for the summers' business, which cost - - - - - \$11,250 00

Ten second-hand Passenger Cars were also purchased for the same purpose for - - - 8,400 00

These, for a moderate outlay, were put in good condition, and will now, in all probability, last from five to eight years.

Two eight-wheel box and thirteen eight-wheel flat freight cars, and one wreck car, were built in the Company's shops, at a cost of - 8,743 69

Total, - - - - -	<u>\$28,393 69</u>
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In the year 1862, it was proposed to build under the provisions of your charter, a branch road of about seven miles in length, from Egg Harbor City to May's Landing, the head of navigation on the Great Egg Harbor River. The route was located, and from five to six miles graded, when the enterprise had to be abandoned, owing to the financial difficulties under which the Company was at that time laboring. A separate charter was obtained early in 1871, and an agreement entered into with the new Company, to lease their road when finished for a period of 999 years, at an annual rent of \$2,675 for the first five years, and of \$5,000 per annum for the residue of the term. The road was not to cost over \$70,000, and to be paid for by

the issue of \$37,500 of bonds, and of \$32,500 of stock. The road to be laid with a forty-pound rail, and constructed in a manner satisfactory to your president.

It was an after consideration thought that a forty-pound rail would prove too light in case it should be found expedient to work the branch with the engines used on the main line, and that the iron from the main track, though deteriorated by a use of nineteen years, would answer a better purpose. An additional clause was therefore added to the agreement, wherein it was stipulated that the May's Landing Railroad Company should pay this Company the price of a forty-pound rail, with fastenings, viz., \$34,825.10, and that this Company should supply such iron as they saw fit.

In order that an adequate number of good rails might be obtained for this purpose, iron sufficient to lay ten miles of main track, was purchased for - - - \$87,059 37

Additional cost for spikes, handling and transportation,	-	-	-	-	-	-	4,303 99
--	---	---	---	---	---	---	----------

Making a total of - - - - \$91,363 36

Deducting from this amount the
sum paid by the May's Landing

Road,	-	-	-	-	-	\$34,825 10
-------	---	---	---	---	---	-------------

and that received from Sales of

Old Iron, -	-	-	-	-	7,272 67
-------------	---	---	---	---	----------

————— \$12,097 77

Received from sales of old iron there remains

a balance of	-	-	-	-	-	-	\$49,265 59
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to be charged to the Renewal of Roadway, consequent on the above-named contract.

This iron has all been received, a portion of it laid, and a corresponding amount of old iron delivered to the May's Landing Road, which road is now completed to the extent of the grading and bridging, and will be opened for traffic during latter spring or early summer months.

On the ninth of August, the Vineland Railroad crossing your road at Winslow, and connecting with the New Jersey Southern at Atsion, was opened to freight and passengers. The business derived from this road has not thus far met our expectations, but it is increasing and will, doubtless, continue to do so until it becomes a source of considerable revenue.

A road from Atco to Williamstown, and thence to Glassboro, on the West Jersey Railroad, is now in the course of construction, and is expected to be completed during the present year. As this road will pass through a rich and thickly populated district, and as there is an important glass factory at Williamstown, we may anticipate an accession of both passengers and freight from this connection.

There is also in contemplation a road from Blackwoodtown to White Horse, a distance of about four miles. This road your Board has offered to lease at a rental of seven per cent. on its cost, not to exceed \$15,000 per mile, and to guarantee bonds to an amount equal to one-half the cost. The benefit expected to be derived from this acquisition is an increase in the Marl business. Blackwoodtown being underlaid by a thick stratum of marl, said to be excelled in quality by none in New Jersey.

During the present month, and therefore not falling strictly within the province of this report, a purchase has been made of the Cooper's Point and Philadelphia Ferry Company, its franchises, stock, boats, and property of every description, for the sum of \$82,800, to be paid for in the preferred stock of the Railroad Company, at par.

This purchase had become necessary to enable the Company to carry on its business in a satisfactory manner.

It is proposed to run the Ferry, not under its old charter, but under the charter of the Railroad Company,—a supplement to which permits this to be done.

An inspection of the "Comparative Statement of the working of the Road for 1870 and 1871," in the report of the Superintendent, will show a considerable increase in the ratio of the expenses to the earnings for the year 1871, over that of 1870, namely, from $.51\frac{14}{100}$ to $.64\frac{03}{100}$. This increase is almost wholly due to the heavy roadway renewal consequent on the contract with the May's Landing Road. Without such explanation the statement would lead to the belief that the road had not been so economically worked as in previous years. To place this subject in its proper light, the following table, including all repairs, but excluding roadway renewals, is submitted:

Miles Run by Engines.	Total Receipts.	Working Expenses.	Receipts per Mile Run.	Expenses per Mile Run.	Ratio of Expenses to Receipts.	Years.
163.636	\$334,444 23	\$166,613 99	\$2 04	\$1 01 $\frac{1}{3}$	$.49\frac{81}{100}$	1870
193.433	364,500 43	184,120 82	1 88	95 $\frac{1}{3}$	$.50\frac{51}{100}$	1871
29.797	\$30,056 20	17,506 84			$.00\frac{7}{10}$	Increase.
			16	06		Decrease.

From the foregoing table it will be seen that there have been 29,797 more miles run, and \$30,056.20, more income received in 1871 than during the previous year. That the receipts per mile run were sixteen cents less, and that there has been a reduction in the working expenses of six cents per mile.

The average number of miles run to a ton of coal, and to a quart of oil, is as follows:

Miles Run to One Ton of Coal,	-	-	-	74.30
" " " Quart of Oil,	-	-	-	32.75

In consequence of the large sum expended on the track, it is confidently believed that for three or four years to come it will require nothing beyond the ordinary renewals not exceeding in any one year that of 1870; namely, \$4,640. Nor is it supposed there will be any necessity for procuring additional engines or cars during the present year.

The number of passengers carried is as follows:

Through Passengers,	-	-	-	-	-	66,018½
Way “	-	-	-	-	-	249,349½
Excursionists,	-	-	-	-	-	51,450
Total,	-	-	-	-	-	<u>366,818</u>

The Receipts for the year, after deducting the running expenses, interest, insurance, taxes, &c., were still sufficient to have paid a dividend of about nine per cent. on the entire stock. This balance, however, as has been seen, was appropriated to renewals, construction and additions to the rolling stock,—expenditures not likely to be required during the present year. And as there appears no reason to suppose the business will diminish, but, on the contrary, as the prospect is that it will increase, the Stockholders have grounds for a reasonable expectation of receiving a dividend out of the year's operation.

ROBERT FRAZER,
President.

January 31, 1872.

SUPERINTENDENT'S OFFICE,
Camden, N. J., Jan. 15, 1872. }

ROBERT FRAZER, ESQ.,

President Camden & Atlantic Rail Road Company.

SIR:—Herewith is submitted my Report of the condition and operations of this Road for the year, ending December 31st, 1871.

MOTIVE POWER.

The Motive Power of this Road is in fair condition, having received since the close of the summer business much repairs that were necessary, but there still remains to be executed in this direction quite an amount of work to place it in a condition to be able to perform the trade we may reasonably expect for the ensuing year.

The names of Engines and their condition, is as follows:

CAMDEN.—Received May, 1871; condition good.

PETREL.—Received July, 1869; requires general repairs.

ATLANTIC.—Received May, 1868; in fair condition; needs slight repairs.

SEA-GULL.—Received June, 1866; in very good condition; repairs light.

JOHN BRODHEAD.—Received July, 1863; in shop under repairs.

CURLEW.—Received 1855; in very good condition; repairs light.

TEMPEST.—Received December, 1853; in shop. Needs general repairs.

SURF.—Received 1854; old and unreliable; in shop.

LITTLE GIANT.—Requires repairs very much.

MILEAGE OF ENGINES FOR 1871.

ENGINES.	PASSENGER.	FREIGHT.	GRAVEL.	WOOD.	CONSTRUCTION.	SWITCH.	TOTAL.
PETREL, . . .	33,644	....	...	...	88	10	33,742
ATLANTIC, . .	16,098	14,606	48	...	144	130	31,026
SEA-GULL, . .	12,909	12,459	...	80	175	30	25,653
TEMPEST, . . .	16,998	884	130	175	998	1,022	20,207
SURF,	21,188	....	...	...	...	380	21,568
BRODHEAD, . .	10,418	2,054	4,052	330	537	518	17,909
CAMDEN, . . .	10,885	5,640	...	60	139	143	16,867
CURLEW, . . .	8,565	4,470	377	271	202	480	14,365
LITTLE GIANT, .	12,096	....	...	...	...	...	12,096
	142,801	40,113	4,607	916	2,283	2,713	194,433

The average mileage of Engines running to December 31st, is 21,493 miles.

PASSENGER ROLLING STOCK.

The Passenger Rolling Stock of this Company, December 31st, 1871, is:

	FIRST-CLASS CARS.	SEC'D-CLASS CARS.	BAGGAGE CARS.	MAIL CARS.	SMOKING CARS.
On Road December 31st,	8	..	3	2	1
Not in use,	11	24	1	..	..
Total,	19	24	4	2	1

Of the above numbers, eighteen have been thoroughly repaired and painted, and a portion have been supplied with new trucks and other necessary improvements.

CONDITION OF PASSENGER ROLLING STOCK, DEC. 31ST.

	FIRST-CLASS CARS.	SEC'D-CLASS CARS	BAGGAGE CARS.	MAIL CARS.	SMOKING CARS.
In good condition, . . .	19	18	4	2	1
Need general repairs, . .	..	6	..	..	..
Total,	19	24	4	2	1

There has been an addition to this branch of equipment since my last report; having added to the numbers ten Passenger Cars, purchased from the Philadelphia, Wilmington and Baltimore R. R. Co., which has proved to be a very judicious investment, enabling us to meet the requirements of the travelling community more readily, and resulting in a corresponding benefit to this Company.

FREIGHT CARS.

The Freight Rolling Stock of this Company in numbers and class is as follows:

	EIGHT-WHEEL BOX.	FOUR-WHEEL BOX.	EIGHT-WHEEL FLAT.	FOUR-WHEEL FLAT.	FOUR-WHEEL LINE.	EIGHT-WHEEL TIMBER TRUCKS.	TOTAL.
In service December 31st, . .	30	1	44	6	14	2	97
Of which have been rebuilt, .	3	..	5	..	..	..	8

CONDITION OF FREIGHT ROLLING STOCK.

	EIGHT-WHEEL BOX.	FOUR-WHEEL BOX.	EIGHT-WHEEL FLAT.	FOUR-WHEEL FLAT.	FOUR-WHEEL LINE.	EIGHT-WHEEL TIMBER TRUCKS.	TOTAL.
In good condition,	27	..	38	..	9	2	76
Need general repairs, . . .	3	1	6	6	5	..	21

There has been much improvement made in our Freight Stock during the last twelve months, having added to the numbers and rebuilt as follows:

Eight-wheel Box Cars, new, -	-	-	-	2
“ “ “ rebuilt, -	-	-	-	3
“ Flat Cars, new, -	-	-	-	13
“ “ “ rebuilt, -	-	-	-	5

In addition to the above, there are in shops, in course of construction, and nearly completed, one Eight-wheel Box Car, and four Eight-wheel Flats. There yet remain to be completed of the order given for building Freight Cars, five Eight-wheel Box Cars, and four Eight-wheel Platforms. After having completed such order, the Company will be supplied with ample equipment for the transportation of all freight that may be offered for the year 1872.

We have also built during the year a car for wrecking purposes, and affording us a suitable place for the security of tools requisite in the event of accident.

ROADWAY.

This important part of the Company's property has received especial attention during the past year, and is in very good condition its entire length, excepting in places between the twentieth and twenty-seventh miles, which had been provided for by the distribution of new rail; but

the sudden and early winter rendered it impossible to make any material advance in the laying of new rail. But as soon as we are permitted we will resume operations and have this portion of the road equal to the best.

The bridges are all in good condition, with one or two exceptions, and I do not think there will be required any material outlay in this direction.

The culverts have been repaired as far as was necessary, and are now in good condition.

Herewith find amount expended the past year on bridges and culverts :

Cost of Bridge Repairs,	-	-	-	-	\$5,938 38
“ Culverts,	-	-	-	-	609 99
Total,	-	-	-	-	<u>\$6,548 39</u>

The renewal of rails and ties during the past year has been as follows :

New Rail,	-	-	-	-	-	332 Tons.
Old “ Relaid,	-	-	-	-	-	70 “
“ “ Cut and Relaid,	-	-	-	-	-	70 “
Total,	-	-	-	-	-	<u>472 “</u>

Ties laid during the year, - - - - 19,844

There yet remain of the new rail recently purchased 811 tons to be laid, which, when completed, will be a continuous line of **T** Rail, of 24½ miles.

We will require for the ensuing year about the same quantity of cross-ties that we have used during the past year, and should have of that number about 10,000 placed in track before July, 1872.

CONSTRUCTION.

At the time of my last report, there was in process of erection, and nearly completed, the engine and water-house

at Hammonton, with wind-mill attachment. A portion of the expenditures having been made in this year for this purpose, makes it again necessary to mention it as having been completed, and affording a most convenient point for watering engines.

There has been erected at Elwood, a new water-tank of a capacity of about 7,000 gallons, the same supported by three stone piers.

The water-tank at White Horse, became so much decayed that we have been compelled to tear it down, together with the house it was in, and erect stone piers, similar to those at Elwood, and place upon them a new tank, the capacity of which is about 10,000 gallons.

Station-houses, platforms, &c., &c., have also received some repairs and alterations which were necessary.

There is now being erected at Absecon a new station-house, which, when completed, will be a most convenient and much-needed improvement.

The following items of construction will exhibit the amount expended in this particular branch.

Items of Construction.

Engine and Tank-House at Hammonton,	-	\$1,802	54
New Tank and Stone Piers, at White Horse,	-	567	26
“ “ “ Elwood,	- -	421	15
Station-Houses and Extensions,	- - -	684	88
Platforms, Sidings, &c., &c.,	- - -	1,172	58
Total,	- - - - -	\$4,648	41

COMPARATIVE STATEMENT

Of the operations of the road for the twelve months, ending December 31st, 1871, and the same period, ending December 31st, 1870.

Miles Run by Engines.	Total Receipts.	Expenses in Operating. Including Renewals.	Receipts per Mile.	Expenses per Mile in Operating.	Per Centage of Receipts Expended in Operat'g.	Total Expenses.	Years.
163,636	\$334,444.23	\$171,254.21	\$2.04	\$1.04 $\frac{7}{10}$	.51 $\frac{14}{100}$	\$175,215.23	1870
193,433	364,500.43	233,386.41	1.88	1.20 $\frac{6}{10}$	.64 $\frac{3}{100}$	266,526.86	1871
29,797	\$30,056.20	\$62,132.20	. . .	.15 $\frac{9}{10}$	.12 $\frac{89}{100}$	\$91,311.63	Increase 1871.
. . . .	. . . . .	. . . . .	.16	. . . .	. . . .	. . . . .	Decrease 1871.

The increase of mileage of 1871 over that of 1870, arises from the continuation of mail train through the winter months, and the extra trips of Haddonfield Accommodation train. The success attending the business of the past year has been one for congratulation. The movement of trains has been conducted with as much regularity as it has been possible with the means at hand. There has not been a single passenger killed, either on passenger or freight trains, and but two met with accidents. In both cases it was the result of carelessness on the part of the sufferers. Wishing for the Company as much success attending its operations for the ensuing year, I remain,

Yours, very respectfully,

E. COLLINGS,

Superintendent.

TREASURER'S REPORT.

	DR.	CR.
<i>Receipts for the year ending December 31, 1871.</i>		
Passengers—366,818 carried.—14,568,875 miles,		\$246,870 80
Freight—66,443.5 tons,		95,575 71
Express,		17,423 96
United States Mail,		3,000 00
Miscellaneous Receipts,		1,629 96
		<hr/>
		\$364,500 43
<i>Expenditures for the year 1871.</i>		
Running Account,	\$54,676 57	
Workshop, \$ 7,382 37		
Repairs to Engines, 11,000 72		
“ to Cars, 14,675 12		
	<hr/>	
	33,058 21	
Superintendence,	31,099 29	
Station,	13,474 67	
Construction,	4,648 41	
Repairs to Real Estate,	98 35	
Road Repairs,	47,359 04	
Renewal of Roadway,	49,265 59	
Station Repairs,	3,513 69	
Telegraph,	939 35	
	<hr/>	
		238,133 17
		<hr/>
		\$126,367 26
Interest on Bonded Debt,	78,797 56	
Discount, Interest, Insurance, &c.,	7,193 55	
Taxes and Premium on Gold,	4,484 19	
Car Hire,	261 30	
Wages Due Hands for December,		4,046 31
	<hr/>	
Cost of Road,	1,767,075 16	
Equipment,	359,751 83	
Profit and Loss,	101,896 28	
<i>Liabilities Due by Company.</i>		
Bills Payable,		47,124 01
Due for Materials, (principally for May's Landing and Egg Harbor City Railroad,)		47,261 90
	<hr/>	
Amount carried forward,	\$2,319,459 87	\$224,799 48

	DR.	CR.
Amount brought forward,	\$2,319,459 87	\$224,799 48
<i>Assets.</i>		
Cash on hand January 1st, 1872,	11,472 85	
Materials on hand,	22,314 03	
Notes and Bills Receivable.	4,804 84	
Due by May's Landing and Egg Harbor City Railroad and others,	39,593 06	
Stock and Bonds of Sea-View House,	30,529 63	
<i>Capital Stock.</i>		
Common—7,542 shares @ \$50,		377,100 00
Preferred—15,072 “ “ “		753,600 00
Fractional Scrip,		1,019 58
<i>Funded Debt.</i>		
First Mortgage Bonds,		490,000 00
Second “ “		500,000 00
Third “ “		100 00
Bonds and Mortgages,		72,339 60
Second Mortgage Coupon Scrip,		9,215 62
	\$2,428,174 28	\$2,428,174 28

D. M. ZIMMERMAN,
Treasurer.

A.

Tabular Statement of Freight sent from each station to each station on the Camden and Atlantic Railroad, during the year ending December 30th, 1871.

STATIONS. 1871.	CAMDEN.	HADDONFIELD.	ASHLAND.	WHITE HORSE.	BERLIN.	ATCO.	WATERFORD.	ANCORA.	WINSLOW.	HAMMONTON.	DA COSTA.	ELWOOD.	EGG HARBOR.	POMONA.	ABSECON.	ATLANTIC.	TOTAL.
PHILADELPHIA, . .	.....	33	.....	14	77	114 $\frac{3}{4}$	51	.....	36 $\frac{3}{4}$	167 $\frac{1}{4}$	22	130 $\frac{3}{4}$	340 $\frac{1}{2}$	62 $\frac{1}{2}$	336 $\frac{1}{2}$	401	1,786 $\frac{3}{4}$
CAMDEN, . . . . .	.....	1,208 $\frac{1}{2}$	.....	2,160 $\frac{3}{4}$	1,724 $\frac{1}{2}$	6,003 $\frac{1}{2}$	349 $\frac{1}{2}$	.....	6,340 $\frac{1}{4}$	2,046	303 $\frac{1}{2}$	2,077 $\frac{1}{4}$	1,810 $\frac{1}{4}$	201 $\frac{1}{2}$	1,616	4,840	30,682
HADDONFIELD, . .	23 $\frac{1}{2}$	.....	.....	5 $\frac{3}{4}$	15	4 $\frac{3}{4}$	5	.....	1 $\frac{1}{4}$	2 $\frac{1}{4}$	45	8	1 $\frac{1}{2}$	1	35	227	375
ASHLAND, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WHITE HORSE, . .	165 $\frac{1}{4}$	1,618	.....	.....	800 $\frac{1}{2}$	302	186	.....	1,271 $\frac{1}{2}$	329	98 $\frac{1}{2}$	295 $\frac{1}{2}$	181 $\frac{1}{4}$	11	41 $\frac{3}{4}$	87 $\frac{3}{4}$	5,225
BERLIN,	5,570	43 $\frac{1}{2}$	.....	25	.....	1 $\frac{1}{2}$	$\frac{1}{2}$	.....	1 $\frac{1}{2}$	57 $\frac{3}{4}$	.....	3	384 $\frac{3}{4}$	.....	1	9 $\frac{3}{4}$	6,118 $\frac{1}{2}$
ATCO,	1,238 $\frac{1}{2}$	51 $\frac{1}{2}$	.....	1	5 $\frac{1}{4}$	.....	6 $\frac{1}{2}$	.....	229 $\frac{1}{2}$	64 $\frac{3}{4}$	1 $\frac{1}{2}$	193	232	13	52 $\frac{1}{4}$	35	2,123 $\frac{3}{4}$
WATERFORD, . . .	156	47	.....	32	1	24	.....	.....	6 $\frac{1}{2}$	$\frac{1}{2}$	.....	.....	6 $\frac{1}{2}$	.....	.....	29 $\frac{1}{4}$	302 $\frac{3}{4}$
ANCORA, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WINSLOW,	1,452 $\frac{1}{2}$	12 $\frac{1}{2}$	.....	2	2	501 $\frac{1}{2}$	2 $\frac{1}{4}$	.....	.....	14 $\frac{1}{2}$	$\frac{1}{2}$	23	10	88	49	30 $\frac{1}{2}$	2,288 $\frac{1}{4}$
HAMMONTON, . . .	619 $\frac{1}{2}$	5 $\frac{1}{2}$	.....	1	9	60 $\frac{1}{4}$	2 $\frac{1}{4}$	.....	6 $\frac{1}{4}$	.....	20 $\frac{1}{4}$	16 $\frac{1}{2}$	5 $\frac{3}{4}$	.....	9 $\frac{3}{4}$	112 $\frac{1}{4}$	868 $\frac{1}{4}$
DA COSTA,	170 $\frac{3}{4}$	38 $\frac{1}{2}$	.....	62 $\frac{1}{2}$	.....	31 $\frac{1}{4}$	.....	.....	21	40 $\frac{1}{4}$	.....	47	10 $\frac{1}{4}$	6	.....	44	471 $\frac{1}{2}$
ELWOOD,	707 $\frac{1}{2}$	4 $\frac{1}{2}$	.....	7	4	549	$\frac{1}{4}$	.....	$\frac{1}{4}$	12	$\frac{1}{4}$	.....	7 $\frac{1}{2}$	$\frac{1}{4}$	22 $\frac{1}{2}$	26 $\frac{3}{4}$	134 $\frac{3}{4}$
EGG HARBOR, . . .	771 $\frac{1}{2}$	20	.....	88 $\frac{3}{4}$	74	119 $\frac{1}{4}$	$\frac{3}{4}$	.....	54 $\frac{1}{4}$	8	$\frac{1}{4}$	12	.....	.....	36 $\frac{1}{2}$	420 $\frac{1}{2}$	1,685 $\frac{3}{4}$
POMONA,	231 $\frac{1}{4}$	.....	.....	6 $\frac{1}{4}$	.....	$\frac{1}{4}$	.....	.....	.....	$\frac{1}{2}$	2 $\frac{1}{2}$	$\frac{1}{2}$	4 $\frac{1}{2}$	.....	.....	233	478 $\frac{3}{4}$
ABSECON,	3,028 $\frac{1}{4}$	40	.....	8 $\frac{1}{2}$	25 $\frac{1}{2}$	21	1 $\frac{1}{4}$	.....	49 $\frac{3}{4}$	35 $\frac{1}{2}$	3	9 $\frac{1}{2}$	17	$\frac{1}{4}$	.....	8,296	11,535 $\frac{1}{2}$
ATLANTIC,	487 $\frac{1}{4}$	41 $\frac{3}{4}$	.....	53	19 $\frac{1}{4}$	1 $\frac{3}{4}$	75 $\frac{1}{4}$	.....	10 $\frac{1}{4}$	123 $\frac{1}{4}$	52 $\frac{3}{4}$	22 $\frac{1}{4}$	61 $\frac{1}{4}$	$\frac{1}{2}$	30 $\frac{1}{4}$	.....	978 $\frac{3}{4}$
	14,621 $\frac{3}{4}$	3,164 $\frac{1}{4}$	.....	2,467 $\frac{1}{2}$	2,758	7,734 $\frac{3}{4}$	680 $\frac{1}{2}$	.....	8,029 $\frac{1}{4}$	2,901 $\frac{1}{2}$	550	2,738 $\frac{1}{4}$	2,910	383 $\frac{1}{4}$	2,230 $\frac{1}{2}$	14,792 $\frac{3}{4}$	66,262 $\frac{1}{4}$

Tons. Cwt.

TOTAL AMOUNT OF TONS, - - - - - 66,262.500

B.

Tubular Statement of Tickets Sold from each station to each station on the Camden and Atlantic Railroad, during the year ending December 30th, 1871.

STATIONS. 1871.	CAMDEN.	HADDONFIELD.	ASHLAND.	WHITE HORSE.	BERLIN.	ATCO.	WATERFORD.	ANCORA.	WINSLOW.	HAMMONTON.	DA COSTA.	ELWOOD.	Egg HARBOR.	POMONA.	ABSECON.	ATLANTIC.	TOTAL.
PHILADELPHIA, . .	.....	4,699½	713½	1,267½	1,757	1,254	634	225½	1,067	2,223½	428½	957½	2,506	767	3,045	15,657½	37,203
CAMDEN, . . . . .	.....	16,054½	1,380	2,005½	2,588½	1,311	422½	91½	669	1,084½	61	207	799	174½	723	4,028	31,539½
HADDONFIELD, . .	20,923	.....	335	485½	432	104½	67	34½	47	68½	33	22½	57½	9	110½	329	23,063½
ASHLAND, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WHITE HORSE, . .	3,270	531	17	.....	452	68	64½	4	98	41½	2	17	29½	2	15	72½	4,634
BERLIN,	3,798	350	30	372	.....	383	222½	15	124	119	5	30½	33½	12½	51½	62½	5,625
ATCO,	2,782½	107½	19	79	511	.....	295	36	312	417½	10	53½	119½	22	45½	54½	4,864½
WATERFORD, . . .	1,007	77	8	60	238½	234	.....	32	137	103	3	22	26	8½	11	66	2,023
ANCORA, . . . . .	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
WINSLOW,	1,351	22	5	68	114½	181	124	4	.....	349	6	169	163½	15½	88½	51	2,712
HAMMONTON, . .	2,884½	65	10	29	118	478	132½	32	600	.....	130	562½	433	25	214	349½	6,063
DA COSTA,	483	35½	2	3	8	16	6½	1	16	105	.....	54½	80½	5	7	48½	871½
ELWOOD,	982	22	17½	17½	42	47½	33	1	222½	693½	37½	.....	525	33	133½	159	3,049
Egg HARBOR, . .	2,704½	55	8½	15½	30½	119	28½	5	358	540½	76	512	.....	67½	370	1,018½	5,909
POMONA,	919½	11	.....	1	12	15	4	.....	55½	20	12	35	97	.....	44½	69½	1,295½
ABSECON,	3,442	72	12	59	57	59	12	1	148	250	34	142½	403½	16	.....	1,922½	6,630½
ATLANTIC,	18,431	249	2	58	53	32½	54½	10	92	305	44	107½	845	99½	1,929	.....	22,312
	62,978	22,351	2,542	4,520½	6,414	4,302½	2,100½	492½	3,946½	6,320½	882	2,893	6,118½	1,257	6,788	22,888½	157,795

